

KAISER NEAR BATTLE LINE IN POLAND;
ARMY ORDERED TO MAKE NEW ADVANCEZEPPELIN HOPES TO FLY
OVER OCEAN TO NEW YORK
IN 3 DAYS WHEN WAR ENDS

Count Tells in Interview What He Believes His Airships Can Accomplish as Engines of Peace Instead of War.

By Karl H. von Wiegand.

BERLIN, Feb. 9. (Via The Hague and London, Feb. 9).—"I have always hoped to be the first to pilot an airship across the Atlantic. I have believed that to do so would be the crowning effort of my career," declared Count Ferdinand von Zeppelin tonight, when he resumed his discussion of the possibilities of the giant air craft that bear his name.

"Not to bombard New York and Washington?" I asked him quickly. The Count was very grave as he replied. It was plain from his general attitude that he has been greatly troubled over the charges of ruthlessness in the use of dirigibles in war and the intimations that they were "beyond the pale" of civilized warfare.

"Throw bombs on people who have been so kind to me when I was among them," he said. "Never! Never! I want to sail on a peaceful mission when I go to America. My greatest ambition has not been to create an engine of destruction. It has been to demonstrate that Zeppelins were suited to far greater purposes than to be used as mere instruments of warfare."

It was evident that demolition of the skyscrapers and destruction of the historic structures of Washington were farthest from the thought of the man who is responsible for a form of terror which has been so aptly described as the "Zeppelin chill." He seemed to be pondering matters over in his mind. For a few seconds there was silence. Then, speaking with an intensity of thought as though he was talking to himself, the Count continued:

EXPECTS AIRSHIPS TO BECOME TRANSATLANTIC CARRIERS.

"I must try to live long enough or I fear that it won't be accomplished, at least not in the near future."

"Then you believe that transatlantic aerial travel with a dirigible of the type you have constructed is possible?" I asked.

"Not only possible but practicable. This war has interfered with my plans. I know that aerial travel will become the quickest and safest method. Zeppelins, in my opinion, a great future. Few people know the delight and safety of

(Continued on Second Page.)

WILSON DENIES HOUSE IS HIS PEACE ENVOY

Entrusted With Task of Seeking Information on Various Questions, President Explains.

WASHINGTON, Feb. 9.—President Wilson emphasized to-day that Col. E. M. House, his close personal friend, had not gone to Europe to seek to bring about peace as his personal representative. The President explained that Col. House frequently visits Europe and that on his present trip, he was entrusted with seeking information regarding various questions, including that of American relief work.

Reports that there had been exchanges between Russia, Austria-Hungary and the United States on the question of peace was flatly denied by the President.

33 RESCUED AT SEA
TELL OF DESPERATE
FIGHT WITH DEATH

Crew of Wrecked Oil Ship
Chester Arrive on the
Philadelphia.

FIRE ADDED TO PERIL.

Seas Swept Pilot House Away
and Steamer Almost
Turned Turtle.

Capt. Herman Segebarth and thirty-two men, officers and crew of the Dutch tank steamship Chester, which was wrecked in mid-ocean on Feb. 4, were landed here to-day from the American liner Philadelphia. The story of the rescue of the crew of the Chester is full of thrills and bravery.

Bound for Rotterdam with a cargo of 1,800,000 gallons of oil in tanks, the Chester ran into a hurricane on Feb. 3. At 11 o'clock P. M. of that day a sea mounted the decks of the Chester and swept her clean from stem to stern.

The bridge, the chart house, the port rail, all the lifeboats, the galley, several hatch coverings and everything else loose, including a coop containing forty pigeons, were swept overboard. With the chart house went the compass, the chronometer, all the charts and all Capt. Segebarth's personal belongings.

Neither Capt. Segebarth, his officers nor the sailors who were on deck when the wave wiped the Chester clean away tell how they escaped. They just instinctively grabbed hold of something and hung on, and when they got clear again they were still aboard. But the Chester had shipped great quantities of water and was rapidly listing to port. The men aboard were convinced that the ship would soon turn turtle.

FIRE IN BUNKERS AS MAST FELL TO DECK.

All hands were ordered below for material with which to construct rafts. The engine rooms were flooded and the ship fell into the trough of the sea. To add to the peril of the occasion fire was discovered in the coal bunkers and the mainmast crashed to the deck, breaking the leg of Chief Steward Kuepper and injuring the bos'n and two members of the crew.

Riding almost on her beam ends the Chester kept aloft. Capt. Segebarth and the chief engineer set about pumping out two of the tanks of oil. This oil, spread over the surface of the sea, held down the waves and the steamship slowly righted herself.

At 11:30 o'clock P. M. on the 3d the lights of a big steamship were seen close by. On the Chester there was but one light that could be used, but this sufficed to attract the attention of Capt. Mills of the Philadelphia. Second Officer Jacobus Waale of the Chester, by means of a pocket electric lamp, with which he made Morse signals, managed to communicate with Wireless Operator Jones of the Philadelphia, who was similarly equipped.

Capt. Segebarth still had hopes of saving his ship. He mustered his men on deck and asked for volunteers to help him try to take the Chester to the Azores. The captain was alone in his optimism. All his officers and men decided to be saved and be saved as soon as possible.

MEN HAD TO JUMP FOR THE RESCUE CRAFT.

Capt. Mills of the Philadelphia called for volunteers to man a boat and Chief Officer Candy and six men responded. At great risk, they got away from the Philadelphia, but they

JULIET BREITUNG
PROPOSED, HE SAYS,
IN \$250,000 SUIT

She First Mentioned Marriage,
Kleist, Suing Her Rich Father,
Testifies.

LOVE NOTES ARE READ.

Letters From Her to Chauffeur
Fiance Tell of Secret
Romance.

The story of the elopement of pretty Juliet Breitung, daughter of Edward M. Breitung, with Max Fred Kleist, chauffeur and gardener, was told before Judge Learned Hand in the Federal Court to-day.

Kleist is suing his parents-in-law for the alleged alienation of his young wife's love. Also, he avers, he has been forcibly deprived of her society. He places a very high value on this deprivation and alienation, claiming his aching heart will not be soothed with less than \$250,000.

Kleist was employed as gardener on the estate adjoining that of the Breitungs in Michigan, where Miss Breitung spent her summers. The romance began in Marquette.

Mrs. Kleist was in court, to-day, with her mother. She tall, willowy and has large brown eyes. She was stylishly clad in a fawn-colored tailored suit, and a turban of the same tint. A harem veil spangled with jet was too diaphanous to hide her blushes, as Lawyer E. C. Crowley, for the plaintiff, read tender missives from her to her bridegroom.

Kleist, smiling and care-free, was the first witness. He intimated the acquaintance through her maid. Also, he testified, she was the first to suggest a wedding.

Several letters from the bride-to-be to the prospective bridegroom were offered in evidence. Strenuous objections to these were presented in vain by De Lancey Nicol, counsel for the Breitungs.

Kleist said the girl engineered an introduction to him through her maid and was the first to mention the proposition of marriage.

"This," the witness said, "came like a thunderbolt."

He also told of "marathon walks" and "sunset walks." Kleist said on the night of Oct. 7, 1913, when he left Marquette, Mich., for Cleveland to look for a job, Juliet said to him:

"I hope you will do well and get a good position, for I hope to marry you some time."

Reverting to the meeting, the plaintiff said:

"After the introduction Juliet sent me a note asking me to meet her at Ridge and Spruce Streets, in Marquette, at 8 o'clock that evening. At first I didn't want to go, but later I changed my mind."

He gave her some roses and she thanked me for them."

Kleist said that he and Juliet discussed his future.

"Juliet, at later meetings," he continued, "stimulated my ambitions, which ran in the line of mechanics."

Kleist later, however, became a chauffeur. He said that on the night he went away Juliet played selections on her phonograph, and after that first mentioned her intention of marrying him.

MRS. MAX KLEIST,
WHOSE HUSBAND IS
SUING HER PARENTS:

JULIET BREITUNG KLEIST.

on a charge of stealing socks that were really given to him by Juliet.

"I didn't know they were your socks," Mrs. Kleist said. "I got them from Juliet as a gift, and I gave her a present in return."

Continuing he said he and Juliet were married in Grace Church here on Nov. 23, 1913, and then went to live in a hotel at Broadway and Seventy-second Street.

"After we had been at the hotel for some days Juliet said wouldn't I please let her go home for a while as she was to come out in society. I said come wait with me and be happy. She said she could not as her mother wanted her to come out in society."

"I saw her every day until Dec. 6, 1913. 'Be careful no one sees you until I come to explain,' was the contents of a telegram Juliet later sent Max and which was marked in evidence."

"Two days later, on Dec. 6, 1913, a detective tapped me on the shoulder on 81st Avenue and said Mr. Breitung wanted to see me," said Mrs. Kleist.

"I went to the St. Regis and saw Mr. and Mrs. Breitung. Detective John Rogers and Mr. Hooker, of counsel for the Breitungs, Mrs. Breitung called me into a side room."

"You forced Juliet to marry you. Don't you know you are an old man?"

**STEAMER WILHELMINA
PASSES THE LIZARD**

She Is Taking Food to Germany
and May Be Seized by
British.

LONDON, Feb. 9.—The American steamship Wilhelmina, which sailed from New York Jan. 22 with a cargo of food supplies for Germany, passed the Lizard this morning.

It is generally understood that the shipment of foodstuffs on board the Wilhelmina is to furnish a test case to determine whether the British Government can stop American vessels from entering German ports bearing food products which are to be used by the civilian population of Germany.

The Wilhelmina was chartered from the Southern Products Trading Company of New York by the W. T. Gilman Company of New York, and the cargo was consigned to the branch office of the firm in Hamburg.

O'GORMAN ASSAILS
WILSON; SAYS PARTY
MAY LOSE NEW YORK

Senators Bound Hand and Foot
by Dictation on the Ship
Bill, He Declares.

VOTERS WILL PROTEST.

President Might as Well Call
Chief Justice "for Orders"
as a Senator.

WASHINGTON, Feb. 9.—Senator O'Gorman this afternoon in a denunciation of the conduct of the Senate's business in relation to the Ship Purchase Bill declared it was doubtful if the State of New York would remain in the Democratic column, and that it certainly would not if the people should find that their representatives in the Senate could be bound hand and foot by a caucus.

"The proceedings of this Senate in the last week have been a burlesque on constitutional government," said Senator O'Gorman. "The command came from without the walls of the Capitol to pass this Ship Purchase Bill before the Appropriation Bill."

"The situation in which the Democratic party now finds itself may well excite the anxiety of those who love the party. The likelihood of New York State remaining in the Democratic column is doubtful. If you would remove the last lingering hope of New York remaining Democratic let it be known that in a caucus of Senators thirty-two or thirty-five Democrats can bind the representative from New York State hand and foot."

Concluding, Senator O'Gorman declared there would be as much warrant for the President sending for the Chief Justice of the United States to come to the White House to discuss a pending case as to send for a Senator to take his orders.

Seeing the hopelessness of passing a Senate continuous attendance resolution offered by himself, Senator Reed late this afternoon tried to withdraw it. This was objected to by several Republicans, whereupon Reed moved to lay it on the table, which would kill it. This was done without a roll call.

Senator John Sharp Williams of Mississippi then issued notice of a cloture rule which he will attempt to press.

(For details of ship bill filibuster in the Senate see page 1.)

PRIEST AND SERVANT
ARE FOUND MURDERED

Clergyman Shot Twice and House-
keeper Strangled in Rectory—
All Doors Locked.

NEW BRITAIN, Conn., Feb. 9.—Rev. Joseph Zebriss, pastor of St. Andrew's Lithuanian Catholic Church, and his housekeeper, Miss Eva Gillman, were found dead in the rectory to-day. The priest had been shot to death, a preliminary examination showing two bullet wounds in the body, one of them in the breast. The woman had been strangled with a clothesline but had also a bullet wound in the wrist. The body of the priest was found on the parlor floor and that of Miss Gillman in her room in the attic. Father Zebriss was forty years old and had been here fifteen years. Miss Gillman was fifty-two years old.

STEAMSHIPS DUE TO-DAY.

Orduna, Liverpool 11 A. M.
Niagara, Havre 1 P. M.

DRIVE OF CZAR'S ARMY,
IN PRUSSIA CHECKED,
REPORT OF GERMANS

Kaiser Greeted With Unparalleled
Enthusiasm by von Hindenburg's
Troops—von Kluck Again Shell-
ing City of Soissons.

GERMAN WOMEN FIGHTING
IN THE RANKS IN POLAND

GRAND ARMY HEADQUARTERS, Gen. von Hindenburg, Feb. 9. (United Press).—The Kaiser, making his inspection of the troops in the eastern theater of war, has been received with unparalleled enthusiasm.

He reviewed to-day the main army on the Rawka River and the Silesian Landwehr battalions, addressing the various units in turn, congratulating them on their achievements to date and declaring that ultimate victory was certain.

It is believed the Kaiser's visit will result in a new offensive against the Russians.

His Majesty was in excellent health, showing conclusively that the recently circulated reports that his health was breaking under the strain of the campaign are groundless.

BROADWAY IS STIRRED
BY TWO-ALARM FIRE

Crowds See Tenants Threaten to
Jump as Panic Sweeps
Them.

During the height of a smoky fire in the five-story building at No. 413 Broadway at 1 o'clock this afternoon, two men appeared standing on the sign outside the windows of the third floor and seemed on the point of leaping to the street.

A great yell went up from the huge crowd gathered outside the fire lines. "Don't jump!" they cried; and firemen worked frantically to run up extension ladders.

Suddenly the helmets of firemen appeared through the smoke behind the two terrified men on the edge of the sign and arms switched them violently in through the windows.

They were carried down through the smoke-filled stairs to the street. One of them was Millard Stols, son of one member of the firm of Koenig & Stols, shirt manufacturers.

Meanwhile six girls in the employ of the shirt factory on the fourth floor of the building tried to get down the fire escapes overlooking Courtlandt Alley, upon which the building backs.

One of them fainted on the lowermost platform. Joe Carlson, a truck driver of No. 74 Canal Street, climbed up to the platform and carried the woman down to the alley.

Damage to the extent of \$10,000 was done.

NEW ORLEANS RESULTS.

FIRST RACE.
One mile and twenty yards.—Bell Buoy, 101 (Dishman), 3 to 1, 6 to 5 and 3 to 1, first; March Along, 104 (Harrington), 10 to 1, 4 to 1 and 2 to 1, second; Our Ren, 112 (Goose), 5 to 1, 2 to 1 and even, third. Time, 1:43.

SECOND RACE.
Mile and twenty yards.—June W., 104 (Mathews), 15 to 1, 6 to 1 and 3 to 1, won; Kilday, 101 (Pood), 6 to 1, 2 to 1 and even, second; Wrynock, 104 (O'Brien), 10 to 1, 4 to 1 and 2 to 1, third. Time—1:41 3-4.

PETROGRAD, via London, Feb. 9. (Associated Press).—The engagements are growing in intensity at the two extremities of the eastern front—on the East Prussian as well as in Carpathians—according to information reaching Petrograd to-day. On the Warsaw front the battle has subsided.

The fighting line from the Front of Plock, in Russian Poland, to north as Tilsit, in East Prussia, is virtually continuous. The day-day fighting continues.

On the day-day fighting continues.